



## **DR-Z400E**

Pure Torque



“2000 Bike Of The Year” - *Dirt Rider Magazine*,  
*August 2000*

When we set out to design a high-performance four-stroke dirt bike, we weren't interested in compromises. We wanted to produce the lightest, most powerful, most responsive thumper possible.

The result is the 2001 DR-Z400 and 2001 DR-Z400E, two versions of the hottest middleweight four-stroke to ever roost down the trail. A machine *Dirt Rider Magazine* saw fit to name "2000 Bike of the Year". Both bikes are identical except the DR-Z400 has easy kick starting and the DR-Z400E features electric starting.

Looking for four-stroke power that lets you explode out of corners with the twist of the throttle? The DR-Z400E has got it. Its engine has double overhead cams operating four valves, and Suzuki's exclusive Twin Swirl Combustion Chamber (TSCC) head for crisp throttle response across the powerband. While it's tuned for exceptional low-end and mid-range torque, its big-bore, short-stroke design gives it equally

impressive high-rpm performance. The engine is also liquid-cooled for consistent running no matter how long your summer ride.

Take a look at the DR-Z400's slim lines. Weighing only 262 pounds, it's engineered to be as compact and lightweight as possible, which is why you can flick it around the trail at will. Beyond its lightweight design, every one of the DR-Z400E's components contributes to its outstanding responsiveness. Up front, large, 49mm cartridge-type forks let you adjust compression damping 14 ways and rebound damping 18 ways. A single rear shock features 26-way adjustable compression damping, 21-way adjustable rebound damping and adjustable spring preload. This advanced suspension invites you to explore the trail with confidence.

And to let you dive farther and harder into corners, the DR-Z400E features a powerful front disc brake with twin-piston calipers and a single disc brake in the rear. The DR-Z400 and DR-Z400E. No excuses. No compromises. Just the finest four-stroke dirt bikes you can get!

# DR-Z400E



## FEATURES

### Engine Features

- New 398 cc, DOHC, liquid-cooled, dry-sump engine produces strong low-rpm power.
- Compact 4-valve cylinder head with 36 mm intake valves, 29 mm exhaust valves, narrow 28° included valve angle and shim-under-bucket valve adjustment system.
- Automatic decompression system for quick/easy engine starts (also equipped with manual system).
- SCEM-plated cylinder (nickel-silicon-phosphorous) is lighter and more durable than an iron liner with excellent heat transfer properties.
- Forged aluminum piston is 10% lighter than a cast piston and receives additional oil cooling to the piston crown through a crankcase oil jet.
- Quick throttle response is provided by a Keihin FCR39 carburetor fed by 6-liter airbox. The left side cover has quick-release fasteners for easy access to the air filter.
- Compact 5-speed transmission utilizes a cable operated clutch with separate outer cover for simplified clutch maintenance.
- Electric start DR-Z400E features a lightweight starter motor and a compact 6.5 amp maintenance-free battery. (Note: Kickstart system can be added to electric start model, but does not replace electric start system)
- Off-road lighting includes a bright 55-watt headlight and an innovative LED-type taillight. The compact, bright and durable taillight features bright-red LEDs (light-emitting-diode) implanted in a flexible base.
- Additional weight savings with magnesium valve cover, clutch cover, and mag. cover.

### Chassis Features

- Narrow profile with smooth transitions between the tank, seat and bodywork.
- Chrome-moly steel frame is torsionally strong with minimal weight. The backbone tube, front down tube, and steering head gussets form the dry-sump engine oil tank.
- A bolt-on aluminum subframe helps reduce weight and simplify maintenance.
- Long travel, 49 mm cartridge-style forks feature rebound damping and adjustable spring preload for all types of off-road terrain.
- A fully adjustable rear shock absorber connects to a lightweight aluminum swingarm through a progressive linkage system for precise rear wheel control.
- Sure stopping power is supplied by a 250 mm front disc brake with dual-piston caliper, and a 220 mm rear disc brake with a single-piston caliper.
- Lightweight chrome-moly steel footpegs, and aluminum rims and hubs.
- 6 month warranty.

# DR-Z400E



**MSRP\***  
**\$5449**

## SPECIFICATIONS

Engine:	398 cc, four-stroke, single cylinder, DOHC, 4-valve, liquid cooled
Bore/Stroke:	90 x 62.6 mm
Compression Ratio:	12.2:1
Carburetor:	Keihin FCR39
Lubrication:	Dry sump
Ignition:	Digital/DC-CDI
Starter:	Electric
Transmission:	5-speed
Final Drive:	#520 chain
Overall Length:	2235 mm (88.0 in.)
Overall Width:	825 mm (32.5 in.)
Overall Height:	1245 mm (49.0 in.)
Seat Height:	945mm (37.2 in.)
Ground Clearance:	325mm (12.8 in.)
Wheelbase:	1475 mm (58.0 in.)
Dry Weight:	119 kg (262 lbs.)
Suspension:	<b>FRONT:</b> Telescopic, cartridge-type, oil damped, adjustable preload, 14-way compression damping and 18-way rebound damping <b>REAR:</b> Link-type, fully adjustable spring preload, 26-way compression damping and 21-way rebound damping
Brakes:	<b>FRONT:</b> Single hydraulic disc <b>REAR:</b> Single hydraulic disc
Tires:	<b>FRONT:</b> 80/100-21 <b>REAR:</b> 110/100-18
Fuel Tank Capacity:	10 liter (2.64 gal.)
Color:	Yellow



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